

**AMENDMENTS TO THE CLAIMS**

Claims 1-6 (Cancelled)

7. (Currently amended) A ~~system~~machine comprising:

~~a first system including:~~

a first shaft; ~~[[and]]~~

a spur gear mounted to the first shaft; ~~[[and]]~~

~~a second system including:~~

a second shaft, the first and second shafts having an angular variance greater than zero degrees; and

a low angle face gear ~~including a hub comprising gears having line contact, the low angle face gear mounted to the~~ second shaft, ~~of the receiving system, wherein the low angle face gear~~ an angled gear flange surrounding the hub, and a plurality of gear teeth on the gear flange, includes a shaft aperture at least partially encircled by a plurality of apertures, the shaft aperture to receive the second system shaft and the plurality of apertures to reduce the weight of the low angle face gear in mesh with the spur gear,

wherein a first vector normal to an outside surface of the angular flange and a second vector normal to the second shaft form an angle that is equal to the angular variance of the first and second shafts. ~~the first system shaft and the second system shaft are positioned such that the spur gear drives the low angle face gear, and the shafts have an angular difference that is less than 30°.~~

8. (Currently amended) The ~~system~~machine of Claim 7, further comprising wherein the second system includes an engine for driving the first shaft and a transmission driven by the second shaft.

9. (Currently amended) The ~~system-machine~~ of Claim 7, wherein the gear teeth of the face gear are formed by a precision grinding method. ~~first system is a transmission.~~

10. (Currently amended) The ~~system-machine~~ of Claim ~~[[9]]~~ 8, wherein the engine and transmission are ~~includes a~~ rotary aircraft engine and transmission.

Claims 11-13 (Cancelled)

14. (New) The machine of claim 7, wherein the first and second shafts have an angular variance of no more than 30 degrees.

15. (New) An assembly comprising:

first and second shafts that are non-parallel;

a spur gear on the first shaft; and

a face gear on the second shaft, the face and spur gears in constant mesh, the face gear including a hub on the second shaft, an angled flange around the hub, and gear teeth on the angled flange, the flange angled so the face gear achieves line contact with the spur gear when the gears are in mesh.

16. (New) The assembly of claim 15, wherein the first and second shafts have an angular variance of no more than 30 degrees.